

REMARKS

Review and reconsideration of the subject application in view of the present amendment is respectfully requested.

Independent claims 1, 3, 6 and 11 have been amended to clarify features of the present invention. Claims 2, 4-5, 7-10, and 12-20 depend from amended claims 1, 3, 6, and 11, respectively. As discussed below, the rejections of the claims are respectfully traversed, and it is respectfully submitted that claims 1-20 are in condition for allowance.

Several claims, including the independent claims, were rejected in view of U.S. Pat. No. 6,625,963 to Johnson in view of U.S. Pat. No. 6,491,121 to Morimoto *et al.* Amended claim 1 states, in pertinent part, "a motor control means for controlling an electric starting motor that starts an engine, and a driven component capable of receiving electric power from a battery connected to the battery connection means only when the motor control means is activated." In short summary about the present invention, it is desired that a driven component (e.g., 14 within the example) not drain battery power when an associated engine is stopped. Thus, the only time that the driven component receives power from the battery connection means is during engine starting (e.g., motor control means 12 for controlling an electrical starting motor is activated, and the electrical starting motor is controlled to start the engine).

Neither Johnson nor Morimoto disclose such structure. Johnson merely discloses a solenoid circuit so that an electric starter is energized. Morimoto was cited to supply the deficiency between the Johnson structure and the present invention. However, Morimoto does not provide the deficiency.

Morimoto merely discloses a control unit 12 that has a control means 14 for controlling an engine 4 (see Figs. 2 and 9) and possibly a control means 16 for controlling an electric motor 6 (see Fig. 9). As the claims now make clear, the only control means that could even be considered is the motor control means 16 (Fig. 9) that controls the electric motor 6. However, there is nothing within the Morimoto system that results in the switch-over

means 28 only delivering power from the batteries to the electric power load only when the motor control means 16 is activated, and more specific only when the electric motor 6 would be starting the engine. Such a scenario is not provided for within the Morimoto patent. Thus, even a combination of teachings from Johnson and Morimoto will not provide the present invention.

Additionally, Morimoto even teaches away from the concept that the only time a driven component receives power from the battery is during engine starting. Morimoto states, in pertinent part, "When the engine 4 is stopped by automatic start-up/stop system after a vehicle is stopped, electric power for maintenance of the engine control system and operation of supplementary instruments, such as a blinker, blower and so on, is supplied directly from sub-battery 20. Electric power supply for maintenance of the system and operation of supplementary instruments is provided by main battery 24" (column 4, lines 55-63). Thus, Morimoto teaches that the sub-battery 20 and/or main battery 24 are capable of supplying electric power for maintenance of the engine control system and operation of supplementary instruments when the engine is stopped. Indeed, Morimoto teaches that the main battery 24 and the sub-battery 20 are intended to be drained when the engine is stopped. For example, Morimoto teaches that between 10-20 amps of power are supplied directly from the sub-battery 20 or main battery 24 while the engine is stopped for driven components such as the system, a blinker, blower and so on (column 4, lines 32-40). Therefore, neither the main battery 24 nor the sub-battery 20 as disclosed in Morimoto are prevented from draining by the driven component(s) when the engine is stopped.

Accordingly, it is respectfully submitted that amended claim 1, and dependent claim 2, are allowable.

Amended claim 3 states, in pertinent part, "a motor control means for controlling an electric starting motor that starts an engine, and... a second current blocking means for... allowing current flow from the battery to the driven component only when the motor control means is activated." The only time that the second current blocking means allows current to flow from the battery connection means to the driven component is during engine starting (i.e., the motor control means for controlling an electric starting motor is activated).

Neither Johnson nor Morimoto disclose such structure. As discussed above regarding amended claim 1, Morimoto is deficient in providing the needed teachings and actually teaches away from the concept that the only time that the driven component receives power from the battery is during engine starting. Accordingly, it is respectfully submitted that amended claim 3, and dependent claims 4-5, are allowable.

Claim 6 states, in pertinent part, “a motor control means for controlling the electric starting motor, and... a second current blocking means for... allowing current flow from the battery to the driven component only when them motor control means is activated.” The only time that the second current blocking means allows current to flow from the battery connection means to the driven component is during engine starting (i.e., the motor control means for controlling an electric starting motor is activated).

Neither Johnson nor Morimoto disclose such structure. As discussed above regarding amended claim 1, Morimoto is deficient in providing the needed teachings and actually teaches away from the concept that the only time that the driven component receives power from the battery is during engine starting. Accordingly, it is respectfully submitted that amended claim 6, and dependent claims 7-10, are allowable.

Claim 11 states, in pertinent part, “a motor control means for controlling the electric starting motor, and... a second current blocking means for... allowing current flow from the battery to the driven component only when them motor control means is activated.” The only time that the second current blocking means allows current to flow from the battery connection means to the driven component is during engine starting (i.e., the motor control means for controlling an electric starting motor is activated).

Additionally, amended claim 11 states, in pertinent part, “an internal regulator charger that receives an input voltage from the alternator and produces a stable DC output voltage.” Morimoto does not disclose such structure. The examiner noted that the language, “Therefore, the alternator 10 needs to provide 10-20 Amps. Alternator 10 can output 50-60 A at a voltage of about 14V” found at column 4, lines 41-45 of the Morimoto reference, shows that “There must be some form of a regulator in order to keep the voltages around the proper level.” Applicant respectfully suggests

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that this language as found in the Morimoto reference merely shows that the alternator 10 has a capacity of outputting 50-60 amps of about 14V. The language does not state that the output of the alternator is in any way regulated by an internal regulator.

Accordingly, it is respectfully submitted that amended claim 11, and dependent claims 12-20, are allowable.

It is believed no additional fees are required for this amendment. However, if any additional fees are due, please charge same to Deposit Account No. 16-0820, our Order No. 36320.

Respectfully submitted,
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